

Petty officer Camann and SN Grose apply a counter drug cocaine snowflake on the side of SHERMAN

FROM THE CAPTAIN

Greetings, SHERMAN family and friends,

With this edition, we are reintroducing our periodic SHERMAN newsletter. It will be another means to stay in touch with you, those who support SHERMAN and



her crew, and to fill you in on our operations, events, and individual accomplishments and news. This is truly a grass roots effort by the crew, who serve as reporters, photographers, editors, and publishers, under the lead of ENS Cosimo Cambi. If you have

suggestions or questions, you can contact him at cosimo.f.cambi@uscg.mil.

We are completing a lengthy inport period, having returned from our most recent deployment in February. Although we had anticipated departing Alameda a few weeks ago, a persistent mechanical problem with our #1 main engine has delayed us. I hope it will be resolved soon and SHERMAN will once again be making way in the Pacific. It has been almost a year since I assumed command of SHERMAN, and the last

12 months have been challenging for all because of this recurring engine problem. Looking back over my first year in command I can make a few observations:

- Despite fewer operational days, SHERMAN has been extremely successful in executing her missions – vessels boarded, drugs seized, smugglers detained, boats and helicopters launched, training accomplished.
- This crew has shown their resolve when the going gets tough... whether its during a long and difficult law enforcement boarding, or when facing another unexpected inport schedule change, the crew's spirit hasn't faltered.
- Because of their hard work and dedicated effort, SHERMAN is in much better condition now than it was twelve months ago, mechanically, materially, and administratively.

I am very proud of SHERMAN's crew and glad to have them as shipmates. They are enthusiastic, adaptive, and caring. I am especially proud of a bunch of engineers in Main Prop who, when faced with major unplanned repairs time and again, haven't given up and have shown they are professionals. You don't always get to choose your opportunities, but SHERMAN sailors



have proven they will make the most of whatever comes their way!

As they say, "please excuse our dust." This newsletter is a first attempt, and it will get better with each addition. I hope to report more exciting adventures and successes next time around. Honorus et Fides – Honor and Fidelity - are our watchwords.

Best regards,

CAPT Matt Bliven Commanding Officer

SOUTH PATROL 07-08

Bustin' The Bad Guys

As a multi-mission cutter, the crew conducted several Coast Guard missions during this past patrol including search and rescue, homeland security, law enforcement and counter-narcotics. we successfully interdicted 276 bales of contraband from two narcotics trafficking vessels during her two month South Pacific patrol.

The first seizure occurred December 14th after we observed a fishing vessel, VERA CRUZ II, transiting towards Mexican waters. We launched their over-the-horizon (OTH) small boat and a helicopter to intercept. During the boarding of the fishing vessel, the Coast Guard found 40 bales of contraband hidden in the fish hold under bait and ice. All smugglers were detained and turned over to Costa Rican and US authorities.

The second seizure occurred January 5 after we detected the fishing vessel, MERCEDES V, operating at night without any navigation lights. When the OTH small boat approached the fishing vessel, 11 drug smugglers abandoned the vessel and jumped into the sea as the vessel started sinking. Our small boats recovered all 11 smugglers and transferred them to the cutter. we recovered 236 bales of contraband before the vessel sank. Seven of the smugglers were transferred to Ecuadorian custody, while the remaining smugglers were handed over to US law enforcement authorities.

We also conducted an international Search and Rescue case that occurred December 31. We discovered three fishermen in a 30-foot fishing vessel who had ran out of fuel, and had no means of communication to request assistance. The three fishermen were safely returned to Ecuador.

ENS Raphael Sadowitz

Making Kids Smile – CG's Secret Mission

Last patrol, our operational exploits were not limited to drug seizures. Significant aid and Community Relations (COMREL) were conducted in Panama and Guatemala. A home for abused girls in Panama City, Panama, received a new gas stove, bunk beds, bathroom vanities and school supplies as part of a cooperative effort between SHERMAN and The Navy



Crew at "Casa Hogar – Mi Milagro" in Panama City, Panama.

League, Lake Merritt chapter. The home, named "Casa Hogar - Mi Milagro" (My Miracle Orphanage,) received Coast Guard & Navy League patronage for the first time. When it became apparent that the orphanage didn't have necessary tools to help upkeep the place,



Guatemalan girls enjoy their Christmas presents from the SHERMAN



the SHERMAN sailors decided to make a trip to the local hardware store and give the orphanage director a "blank check" to buy what he needed. Later in the patrol, some of the SHERMAN & Navy League's charity was also extended to indigent children in San Jose, Guatemala, as toys were passed out to over 50 children who had assembled at the local Catholic Church on December 21st. The nuns had assembled the children earlier in the day. The nuns knew something good was going to happen because they had been tipped off by SHERMAN crewmembers that there would be an early Christmas for as many children as could be assembled from the local area.



Crewmembers with Guatemalan girls after the presents were given

In summation, SHERMAN was happy to make a proactive commitment to COMREL, and her sailors understand humanitarian assistance is an integral part of Coast Guard tradition!

CWO Andrew Dean

Who Said Work Couldn't Be Fun Sometimes?

Ever wonder what the crew of SHERMAN does when they're not on watch or actively involved in a case? Though some Coasties may claim "sleep" as their first and foremost form of morale, for those who seek a little more activity to wind down, there's nothing like SHERMAN morale events while underway.

Take last patrol's poker tournament for example. After an arduous series of weekend qualifying rounds, a final "championship" table of poker gurus comprised of junior and senior enlisted, chiefs, and officers met to fight for the biggest chip pile. Not only were the participants dressed in their poker-playing best, but some even had special haircuts to boot! The winner? SN Tanski, the most junior person at the table. After taking home a new portable DVD player, he'd say the battle was well worth it! Of course, all players at the championship table went home with a pick from the prize pile...DVDs, gift cards, and candy.

Not a poker player? Maybe BINGO is the game for you. Almost a weekly tradition, BINGO has become the game of choice onboard SHERMAN, and draws close to a full mess deck of personnel every time! Though the majority of the games during the patrol are for prize candy, the last game of the patrol featured some very sweet prizes...IPODS! Of course, gift cards, DVDs, CDs, and phone cards were also available for prizes.

What if your definition of "morale" is one that requires little to no mental energy? Well, flight deck movies could be just the answer you've been looking for! Just take your camp chair to the flight deck and your favorite snack and prepare to watch a big screen movie under the stars. Who knows? You may even score yourself a free soda!



Crew show off their fish

Still not satisfied? For those who really just want to relax, there's only one answer besides sleeping in your rack...sleeping topside in the sun during steel beach! Steel beach is a phenomenon that only happens while underway, and for many, is the epitome of relaxation



onboard SHERMAN. Just grab a beach towel or your favorite chair and lounge around on the flight deck or gun deck while you sail smoothly through the ocean. The fun lasts until the sun sets, or LE phase one is set. Just don't forget your sunscreen!

And don't forget about one of the Southern Pacific Ocean's most valuable assets. You guessed it, it's the 80 degree ocean water. Filled with tuna, the crew was able to enjoy a nice sunny day of fishing filled with plenty of fresh catches. Put on your swim suit, head over to the boat deck and show off your diving skills or as many other crewmembers did, just grab something that floats and enjoy the therapeutically warm water.



"Now Fish Call!"

For more information on ALL the fun morale events onboard SHERMAN, contact ENS Meghan Schoenhardt, your new morale officer, to get the word!

£TIG Sarah Smith

INPORT PERIOD

Why are we still here?

For those of you who thought that this was about the all wondering question of life, I'm sorry to disappoint you but it's not. It's about the Mighty SHERMAN. Well, as most of you know we are still inport and while for some of us that is a good thing, for others it's devastating. But for the question as to why we are still here, the answer might be a mystery to you. It all starts down in that hole you once overheard someone call an engine room.

Well, down in that hole are a couple of pieces of propulsion machinery that help the boat move; four

pieces to be exact. One of which is the #1 Main Diesel Engine (#1 MDE). Right now the #1 MDE is in a sad state because it needs constant repair. The major problem with the #1 MDE was a bent crankshaft. We fixed this problem by replacing it with a "new" one. The replacement came from the Navy, with a note that said:

Best of Luck, Hugs and kisses The Navy

No, not really but it did come from the Navy. They had a few lying around just begging to get out there and help someone. The reason that they have so many lying around is because they utilize them in their submarines and generator engines. For those of you who don't know, a crankshaft is the part of an engine which translates the reciprocating linear piston motion into rotation. Or in layman's terms, it is the piece of the engine that makes the shaft of the boat move.

With that said, another issue with the #1 MDE is a couple of bad gears in the vertical drive. Now before you start pointing fingers at SHERMAN's fine engineers, let me tell you it wasn't all our fault! This problem is older than some of the crew. The vertical drive is the piece that connects the two crankshafts (that's right we have two in one engine) and converts them to one. In summation, it is another part that makes the shaft of the boat move.

So if you're still wondering why we are here, it's because we can't get underway without all four pieces of propulsion machinery. Well, at least not by Coast Guards standards. There are some of us who have seen otherwise...

So to wrap this thing up, the next time you see a Main Proper, instead of asking "what's going on down there?" or "When are we getting underway?" Stop them, give them a hug and say, in your most caring of voices "Don't worry it will be okay", or "Have a good Day".

EM2 Taylor Mitchell

SHERMAN Make Over

Under the direction of ETC James Stolle, 36 crewmembers from different divisions formed the USCGC SHERMAN Space Restoration Team. SHERAMN is the first of its class to take on a project this big; a pioneering feat that is normally contracted out. By using the ships manpower, SHERMAN saved



over \$32,000 in contracting costs. The team worked together over an 11 week period restoring several spaces throughout the ship. Team members removed old, worn, and damaged lockers and racks. Team members procured, loaded, assembled, installed, and rewired 48 new lockers and racks throughout three



Chief Stolle and crewmbers during the ribbon cutting ceremony

different berthing areas. The team painted over 1,800 ft² of living space greatly enhancing the crew's environment. The team did such an efficient job that contractors from our sister cutter requested to come onboard to get ideas from us. The team also removed and reinstalled newly upholstered couches in two crew



One of the berthing areas during the restoration project

lounges. Other 378's have followed SHERMAN's lead and are now restoring their berthing areas and other recreational spaces using the ship's man power.

The SHERMAN's crew recognized the members of the team during a ribbon cutting ceremony held on April 29, 2008. Team members were awarded a Meritorious Team Commendation award.

The following crewmembers were part of the team: XO, EO, LTJG Suitor, ENS Cambi, ENS Plocker, ENS Trapp, SUPPO, ETC Stolle, OSC Ryder, OSC Reed, SKC Abel, EMC Gilpen, SK1 Bagley, EM1 Payne, EM2 Toben, EM2 Mitchell, SK2 Davis, BM2 DesVergers, DC2 Barone, SK3 Devillier, SK3 Fennel, MK3 Benner, OS3 Holmes, EM3 Capcinno, DC3 Beck, DC3 Lerma, DC3 Ackiss, BM3 Taylor, SNOS Grose, SN Keeter, DC1 Nutter, SN Procko, FN Greenan, FN Gonzalez, SN Sanders and SR Kern.

ET2 Irene Martinez

What Is a Topside Groom?

The Operational ET's conducted a topside groom this inport. However, just like any other project not too many people knew that it happened outside of the operations department. ET1 Fisher explained to us that a Topside ESR Groom stands for: Electronic System Readiness Testing. The groom takes place annually where contractors from ESU-Allied Technologies come on board and test every piece of communications equipment as well as some navigational equipment we have on board. They repair any problems as well as suggest fixes. Most of the equipment that they operate on is on the top-most parts of the cutter and include the antenna's and radars.

BM1 Jacqueline Wood

#1 Fire Pump Room

For those of you who never ventured down to the #1 Fire Pump Room, it was once a dark, rusty hole in the bottom of the ship. When you climbed down in the hole it didn't seem like a place that should hold one of our most important pieces of fire fighting equipment, so someone decided to give this room a serious make over. A crew of four, led by FN Gonzales, OS3 Holmes, SN Sanders and BM3 Taylor was challenged to tackle this major project. After three seemingly long weeks of



uncomfortable positions, dusty conditions, tons of falling rust and a few gallons of bright fire engine red paint, they succeeded. You can now go down there and see the considerable amount of effort that was put into this room. It is a bright, clean, good looking room to support our fire system. FN Gonzales said he is glad for the project to be finished but is also really proud of the work that was accomplished. Even with more visible work being done around the ship, its good to know that jobs in SHERMAN's less visited spots are also appreciated.

EM2 Taylor Mitchell

Inport Fun

Just like our time underway, it has not been all work and no play this inport. Most of the crew enjoyed a day off, which was spent at Lake Tahoe's Squaw Valley during SHERMAN's Morale ski trip.



OS3 Olson catches some air



Fun times at the A's Game

When the Oakland A's battled the Minnesota Twins on April 24, 2008 the SHERMAN's crew was there to witness the A's 11-2 victory. Thanks to the SHERMAN Morale Committee, 43 crewmembers were able to enjoy an afternoon of sunny Northern California weather.

Some Inport Training Fun

OC pepper spray training was held for crewmembers of the SHERMAN. In order for crewmembers to carry OC spray they must first experience it for themselves. On this day, 10 crewmembers were qualified. OC spray is currently considered one of the best tools to reduce injuries to officers and subjects alike. It is being used by an increasing number of law enforcement officers and is carried on the belt of every member of a Coast Guard boarding team. It is designed to stick to skin, hair, and clothes and it is extremely concentrated so it only take a small amount to take a criminal down. It is important to understand the effects of OC pepper spray and to learn the most effective spraying techniques. It is also important to learn responsible use of OC spray. When properly used, OC spray is very effective in taking the fight out of a fighter with minimal potential for any permanent or long-lasting effects on the subject or It is important for officers to be on the officer. thoroughly trained and to understand polices and procedures for any application of this instrument.



ET3 Kennedy rinses off after his OC Pepper spray training.

As in all other use-of-force instruments, the liability factor can never be eliminated, only minimized.



Humane treatment of the subject and proper documentation are critical to keeping liability at a minimum. It is beneficial for officers to be voluntarily sprayed, under controlled conditions, in order to understand the reactions of a victim, his capabilities when under the influence of the chemical, and also his need for rapid decontamination.

*ET*2 *Irene Martinez*

Sailor Of The Quarter

Every quarter a crewmember is chosen to be the SHERMAN's Sailor of the Quarter. At the end of each quarter the Chief's mess sits down to nominate and vote on the crewmember who goes above and beyond their duties and responsibilities and demonstrates the Coast Guard's Core values. The first quarter's Sailor of the Quarter was SK1 Shellie Bagley. Luckily we were able to catch up with SK1 as she answered a couple of questions for us.

Where did you grow up? I was born and raised in Tampa, FL

What is your most embarrassing experience? I was at my first unit and I had to clean the bilge on the 41, I took the deck plates off and stood them up on a floating pier against the pylon. As I was climbing back onto the boat, a boater passed leaving quite a wake. When that wake hit my floating pier we began bobbing. I had one foot on the float as I turned I saw the deck plates plop into the drink. I watched them slowly disappear. I was mortified, not only had I lost the plates but now I had to face the BM2 and tell him. That one was not only embarrassing, but very frightening



SK1 with some of her 4 legged family

What do you do for fun in your spare time? On my time off, I love to sleep I find that to be very fun, but when I am awake I love to be with my husband and my 4 legged family of 3 dogs. (A ShihTzu named Snickers, a Siberian Husky named Keisha, and a German Shepherd named Harley).

What is your favorite movie? Silence of the lambs Who is your favorite sports team? Florida Gators and USF Bulls college football

Why did you join the Coast Guard? I wanted to be part of something I could be proud of.

What's your most memorable coast guard experience and why? I have to say the most memorable time in the coast guard is being on the SHERMAN, I have been in for 10 years and a SK for a little less than that SK's do not get the opportunity to do and see the things we do on a daily basis. We are making life stories here.

ENS Cosimo Cambi

Non-Rate Of The Month

Every month a non-rate is chosen to be the SHERMAN's Non-Rate of the Month. The non-rate who receives this is award is one who goes above and beyond their pay-grade with their quality of work and live by the Coast Guard's Core values.

The following are the Non-Rates of the Month for the first quarter.

January: SN Francisco Perez

Age: 26

Home is: Miami, FL

What do you want to be when you grow up? BM

Family: Wife, Mother

Best CG memory so far? Visiting Thailand **Why did you join the CG?** Likes the uniforms

College: 2 years at a community college, he'll finish

eventually

Favorite Color: Blue Like Chicken? yes Zodiac sign: Gemini Dogs or cats? dogs

Favorite movie: Pulp Fiction

If you could be anywhere in the world right now,

where would it be? Brazil

If you could meet any person, dead or alive, who would you want to meet and why? Ernest

Hemingway – he lived his life.



February: SN Luis Orozco-Reza

Age: 24

Home is: El Paso TX

What do you want to be when you grow up? US

Customs officer

Family: Mom, Step-dad, Brother, Sister

Best CG memory so far? Translating for Mercedes V

detainees

Why did you join the CG? Be one stop closer to being

a US Customs officer

College: None, definitely in the future

Favorite Color: Black Like Chicken? Hate it Zodiac sign: Leo Dogs or cats? dogs

Favorite movie: Pulp Fiction

If you could be anywhere in the world right now,

where would it be? Australia

If you could meet any person, dead or alive, who would you want to meet and why? Scarlett

Johansson - because she's hot

March: SN Nicholas Procko

Age: 23

Home is: Manchester, CT

What do you want to be when you grow up? MST,

then Officer in the USCG

Family: parents divorced, too many to list

Best CG memory so far? Using the boat hook to pull

bales of cocaine floating by ship

Why did you join the CG? Didn't want to sit in a cubicle all day, wanted to do something that was

meaningful

College: BS in Business Administration

Favorite Color: Green

Like Chicken? Yes, although he's eaten too much

Zodiac sign: Gemini Dogs or cats? dogs

Favorite movie: The Big Lebowski

If you could be anywhere in the world right now, where would it be? Panama (he's heard good things)

If you could meet any person, dead or alive, who would you want to meet and why? Jonathan

Pabelbon – best closer in MLB history

April: SN Charles Lovelace

Age: 20

Home is: Roanoke Rapids, NC

What do you want to be when you grow up? BM

Family: Mom, Step Dad, 3 bros, 1 sis

Best CG memory so far? First Drug Bust M/V Gatun

Why did you join the CG? Step dad is a Marine,

wanted to join the military

College: no, maybe in the future

Favorite Color: Green Like Chicken? yes Zodiac sign: Pisces Dogs or cats? dogs Favorite movie: Star wars

If you could be anywhere in the world right now,

where would it be? Home

If you could meet any person, dead or alive, who would you want to meet and why? Michael Jordan,

looks up to him as an athlete.

BM1 Jacqueline Wood

Welcome Aboard

FSCS Alan Ramirez - CGC RUSH

BM1 Jesse Duff - STA Noyo River

DC2 Marc Barone - PATFOR SWA Kuwait

SN Brett Rielly, Brett - FORWARD

FN Devin Anders - AIRSTA San Francisco

YN2 Gary Dunkum - TRACEN Yorktown

OS3 Michael Santiago - "OS" A-School

FS3 Elisabeth Vanderhoof - "FS" A-School

IT3 James Bree - "IT" A-School OS3 Travis Holmes - "OS" A-School

TRACEN Cape May

SN Miguel Corona

SN Laura Jones

SN Zachary McCormack

SN Patrick Halsall

SN Nicole Ochoa

SN Kory Kahanamoku

SN Andrew Knight

SN Kevin Adams

SN Michael Carter

SN Scott Parkinson

SN Taylor Johnson

SA Marcus Sanders

SA Joshua Stewart

SA Josifua Stewar

SA David Shields

SA Mouslly Palacios

Fair Winds & Following Seas

GMC Mark Burkart - Retirement YNC Ricardo Negron Retirement MK3 Cameron Gebo - Separation

FS3 Paul Sevieri - Separation



BM3 Robert Taylor - Separation SN Travis McMichael - "MK" A-School SN Chad Westphal - "GM" A-School SN Eric Bremer - "MK" A-School LTJG Brock Eckel - CGC BARANOF CWO2 Todd Weimorts - CGC AQUIDNECK OS1 Nicholas Theriault - PATSFOR SWA DC1 Christopher Nutter - ISC Alameda BM3 Brian Lopes - CGC AQUIDNECK (Bahrain) BM3 Wesley Pfiffner A. - Station Bellingham YN3 Angela Hopper - Sector Houston/Galveston EM3 Richard Trujillo - SEPARATION SN Brian Decourcy - CGC BARANOF SN Greg Moses - CGC MONOMOY (Bahrain) SN Cody Hash - AIRSTA Los Angeles SN Nicholas Marquez - MSST San Diego FNDC Jorge Lerma - ISC San Pedro FN Dustin Fulkerson - AIRTSA Los Angeles SA Jeffry Moeschler - AIRSTA Los Angeles